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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

S E C R E T

25X1

COUNTRY	Hungary	REPORT	
SUBJECT	The Tatabanya Coal Mine Trust	DATE DISTR.	7 March 1956
		NO. OF PAGES	1
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	This is UNEVALUATED Information
DATE ACQUIRED			

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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report concerning the Tatabanya Coal Mine Trust. Included is a sketch with legend of the mines.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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1. Location: Tatabanya, southeast of Banhida on the Banhida-Bicske railroad line.

2. Geographical location: The mine is south of the village Tatabanya, on the south bank of the Gala River.

3. Shaft VIII, [redacted]

Shaft VIII is located northeast of Shaft XIV, on the northern bank of the Gala River. The shaft is 178 meters deep, and mining is carried on on one level. The coal mined is brown coal. Director of the shaft is Gabor Karman; technical director, Bela Balog; director of workers, Joszef Maszolics.

The area of production is divided into 3 fields: the west, the south, and the southeast fields. Production amounts to 900 carloads, or 540 tons daily. 120 miners are employed here; each day shift is made up of 40 above-ground workers and each night shift of 20 above-ground workers. Average age of workers is 28. The workers (free workers) live in a settlement (sind kolonisiert). Women comprise 30 percent of the entire labor force.

The thickness of the coal seams is 4-5 meters across (waagrecht). There is an 80-meter-long face working (Frontabbau) in the west field of the mine. It is very subject to the formation of firedamp. There are no mining combines. A total of 28 drills and 40 pneumatic picks are in use. The main passages and the mining places are equipped with insulated electric lighting systems. The coal cutters are equipped with electric lamps, not with Davis lamps. In the immediate vicinity of the shaft there is a complex of 8 brick structures [which make up the] bachelors' quarters.

The 1954 production plan of this shaft (175,000 tons) was fulfilled by 3 December 1954; by 31 December, 22,000 additional tons were produced. The production goal for 1955 is 195,000 tons, which was achieved in the first two-thirds [of the year].

Soldiers also work in this mine shaft. The soldiers may report for mine work in their second year of service. They receive the wages of a miner and are housed in barracks in the vicinity of the mine. The soldiers work only 5 days a week; on the sixth day they have military training. These soldiers are exempt from a third of their second year of military service. Soldiers in service branches, such as border and river patrols, fliers, and technicians, may not report for mining work.

Shaft XIV

Director of the shaft is Istvan Szabo; technical director, Istvan Polta; shaft foreman, Jozsef Sarmasi (together with Jozsef Angyalvari and Istvan Puksz); blasting foreman, Jozsef Balogh.

The shaft employs 200 civilian workers and 500 prisoners. Work is done in three shifts. 70 percent of the work is underground and 30 percent above-ground. Women work only in the kitchens and offices. Average age of the workers is 30 years. The civilian workers live in a settlement. From the Sikovolgy workers' settlement they are brought to work in busses.

Operations are only partly mechanized. Pneumatic drills are used to drill blasting holes for the preliminary mining (Vorabbau) as well as for the mining itself; after the blasting, 75-80 pneumatic picks are used to work the seams, the contents of which are loaded on a conveyer belt. Praxit is the explosive used for blasting. Two to three 200-gram blasting charges are placed in each hole. The charge is set off electrically from a distance of 50 meters. Three types of conveyer belts are used for hauling the coal. At the end of these belts are mine cars pulled up to the loading ramp by a steel cable which is rolled on a drum by a 42-horsepower motor. In the mine this is called a "tram system" ("Zugsystem"). 30 mine cars can be pulled at one time. The loaded mine cars are also connected to a cable through a drop shaft (Senkshhacht), especially built for this purpose, rather than through the ropeshaft (Haengeschacht). The loaded cars go out on one side, and the empty cars go down on the other side. The mine cars are hoisted up in the drop shaft, while the chassis of the cars remain below in the shaft. The empty cars are then mounted on the chassis. The above-ground loading

is completely mechanized; the loaded mine cars are connected to a cable and go to the sorting section and the coal-washing installation. In the area of ~~the~~ Shaft XIV there is no coal-washing installation or sorting section.

There are no mining combines in the shaft. Besides the pneumatic ~~hammers~~ picks, there are 70 pneumatic drills in use. All the ~~picks~~ ~~hammers~~ picks and most of the ~~xxxxxx~~ drills are produced in Hungary. Some of the pneumatic ~~hammers~~ picks can also be used in installing pit props, in which case they are equipped with a hammer head. The Mil/Sec. [redacted] blasting system is not used because of the danger from firedamp.

The mine is ventilated by means of electric ventilators. The water in ~~the~~ the shaft is negligible. Next to the southeast field is [was ?] a [subterranean] deposit of karstwater (Karstwasser) occupying a lens-shaped cavity of 15,000 cubic meters. Previously, this area was not worked, because the water would run into the shaft. In 1955, the surface of the deposit was drilled and the water acidified, so that the coal seams in the vicinity of the deposit can also be worked. The surface area is partly new forests and partly under cultivation. ~~[redacted]~~

The shaft has a narrow-gauge track and a cable railway to transport the coal, material, and pit props. Workers are transported in trucks and busses.

The shaft is 175 meters deep. Mining operations are conducted on only one level. The coal seams are 4-5 meters thick in the north and southeast fields and 1.2 meters thick in the south field. In general, the position of the producing seam is horizontal. In the case of seams thicker than 2 meters, the lower seams are mined first, then they are silted up before the upper seams are worked. Watered sand is used for silting. The silting pipe with a diameter of 35 centimeters is lowered through the drop shaft. Face mining (Frontabbau) is done exclusively in the south field. It is worked in brigades. The face working is 100 meters long. About 200 mine cars per shift come from this face (1 mine car equals 0.6 ton of coal), whereas in the other working places, the production has been 600 cars per shift. A total of 480 tons is produced per shift.

In the south field 80 percent of the length ~~of the length~~ of all cuts (Einschnitte) are producing, in the north and southeast fields 68 - 70 percent; the remainder is in the preliminary mining stage. Because of the great danger from firedamp, coal dust and refuse is disposed of immediately. 30 percent of the producing cut consists of face

working and 70 percent of room working. Pine is used for pit props. Main props are installed every meter, with secondary props in between. Pine boards are used to shore up the area between the props. Three different iron supports are used exclusively in the face working. Iron props were used in the socalled transporting cuts where the cut was planned for over a year, and where there is great pressure from upper strata. The iron props are circular and highly resistant to pressure.

The three different kinds of iron supports used in this shaft are:

(1) "Mol" supports --- the side walls are reinforced with the usual wood materials, while iron supports resembling rails bent in a semicircle, are used only on the ceiling. The rest is filled in with boards.

(2) Tubbing supports ---- Produced from cast iron, these supports consist of 6 tubbings (as used in tunnels) which are held together with bolts. The tubbings are manufactured in the foundry at Soroksar. It is rumored among the workers that they are now using tubbing which was actually intended for the Budapest subway.

(3) TH supports ---- These supports consist of four H-shaped cast iron parts, which are held together with clamps. Each part weighs 80 kilograms. The cross section of the iron supports averages 4 meters.

The shaft elevator and the equipment in the drop shaft are operated by an electric motor. Power is supplied by the electric power plant in Tata.

The 1954 plan amounting to 460,000 tons was fulfilled by 8 December 1954. By 31 December 1954, 31,000 additional tons were produced. Plans call for the production of 580,000 tons in 1955. In the first third of the year production was 8 percent below its goal. The coal mined is brown coal, among the best grades in the country.

4. Explanation of the sketch

1) Ropeshaft XIV
2) Drop shaft XIV
3) Prisoners' camp
4) Office buildings
5) Workshops and kitchen
6) Locker rooms and baths
7) Pit-wood storage area
8) Subterranean deposit of karstwater
9) Ropeshaft VIII
10) Drop shaft VIII
11) Home for single workers
12) Kitchen
13) Offices and baths
14) Workshops
15) New main office; coal washing and sorting installations
16) Cable railway